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and the tracks of cyclones. The facts graphically shown on the map-sheets are summarized and supplemented with other information in the accompanying letterpress. This superb work is a fitting culmination of the services to science which the Nicholas Observatory has rendered up to the present time.

THE UNITED STATES.—États-Unis. Natural scale, 1:10,000,000, or 157.8 statute miles to an inch. No. 72 in *Atlas Universel de Géographie*, by Vivien de Saint-Martin and Fr. Schrader. Hachette & Co., Paris, 1904.

This excellent general map on a small scale is to precede, in this atlas, the four-sheet map of the United States on double the scale. Considering the small scale, the compiler and engraver have succeeded in presenting a large amount of topographic detail, much of it taken from the sheets of the Geological Survey, with sharp definition and not much masking of the nomenclature. It might have been well, while producing the orographic features with good effect, to indicate the two regions in this country that lie below the sea-level. Pierre is not indicated as the capital of South Dakota. The railroad is not shown as completed in Cuba between Havana and Santiago. Such slight blemishes as these may easily be corrected in the next edition.

BOOK NOTICES.

The New Era in South Africa, with an Examination of the Chinese Labour Question. By Violet R. Markham. 200 pp., with *Economic Appendices and Index*. Smith, Elder & Co., London, 1904. (Price, 3s. 6d.)

This is a careful and extended treatment of all the economic problems that have arisen in South Africa since the Boer war. The capital consideration there to-day is the question of labour, and Miss Markham gives 61 pages to it. She presents many facts against the theory that South Africa can ever become "a white man's country," in all that expression implies, for it is certain that the Bantu natives will always be a vastly preponderating element. Here is her statement of the reason why South Africa cannot be a white man's country at all:

South Africa, lying as it does in tropical and sub-tropical latitudes, is not geographically a white man's country. It is merely the geological accident of the great height above sea-level of her central plateau which renders the country habitable by Europeans. Owing to that accident the European can live under a tropical sky and bring up his children in a healthy land blessed with magnificent climate. But we cannot escape from the fact that if the white man can prosper in this land, so to an even greater extent can the original Bantu races. South Africa possesses a large indigenous population of marked vitality and strength. Unlike other aboriginal races in different parts of the world they have not dwindled and decayed by contact with white civilization.

The author says that south of the Zambezi the blacks outnumber the whites in a proportion estimated at from 6 or 10 to 1, and their relative rate of increase is much greater. This black population

must live, and as their standard of civilization increases they will be forced to take a more and more active part in the industrial and agricultural concerns of the country. They are the natural working class, and the racial cleavage, which exists wherever a higher and a lower race live side by side, will never permit the whites to labour among them on terms of equality. Even if this were possible, the lower economic standard of the black would always enable him to drive the unskilled white labourer out of the market, for the black is willing to work for a much lower wage. On the Rand the native is well paid at \$15 per month; the European can barely support himself and his family on \$125 per month. There is no room in South Africa for unskilled white labour. Miss Markham regards a South Africa populated with white men from Cape Town to the Zambezi as a Utopian dream. It is at one and the same time a white man's and a black man's country.

The book is a very valuable contribution to our knowledge of the social and economic problems in South Africa, and it should be read by all who are interested in the progress of that great region.

Die Volkszählung vom 1. Dezember, 1900, im Bremischen Staate. Band 1. Bremen Statistical Office, Bremen, 1903.

This book of 291 pages is packed with minutely-detailed information about the City of Bremen and its inhabitants. It is an example of exhaustive statistical treatment applied to a large community. The first chapter, 12 pages, gives the geographical facts—the position and boundary of the free city, its area in hectares, and the areas of parts of it, the heights of many points above sea-level, the stages of water in the Weser at high, low, and mean tide, and comparisons with other rivers, besides meteorological data for all seasons of the year. The volume contains 146 tables and a full index. The coloured maps include a plan of the city in 1902, with colours, showing the limits of Bremen in 1848 and the six subsequent additions to it, the proportion of women in each district engaged in domestic service, the proportion of men in each district engaged in industries, trade, or commerce, and the boundaries of the 23 political divisions or wards of the city.

L'impérialisme allemand. By Maurice Lair. pp. 341. Librairie Armand Colin. Paris, 1902. (Price, 3 fr.—50c.)

The author introduces his entertaining sketch of Germany and the Germans with views on the other branches of the Anglo-Saxon race, which he describes as “proud, tenacious, self-confident, reso-